

FROM THE PILOTHOUSE



NOW DO YOU HEAR THERE FORE AND AFT –

Many thanks to Len Wine for sponsoring the August meeting at his place of work, Synerject. It is a great venue, because it has a lot of space to display models on which members are working. Also thanks to Jack Bobbitt for making the second and final installment of his talk on finishing models to look realistic. We had a turnout of 20 members, which is excellent for the August meeting. We also elected Milton Berube into the membership. Welcome aboard Milton! Eric Myall kindly offered to supply members with leather strops for sharpening tools. Almost every member present expressed interest and Eric said that he would try to bring them to the next meeting.

We have been talking about using a dramatic image of USS MONITOR's turret for a poster to be handed out at the NRG Conference in 2005. The image was taken by The Mariners' Museum. The museum is happy to let us use the image at no cost. Since it is of MONITOR, it is actually in the public domain. The museum also offered to perform the art work in order to create the poster. They would digitize the final image and record it on a disc so that we could have the posters printed at a reproduction facility of our choice. The museum asks that they be given a credit line on the poster, which seems to be an eminently fair request. We will discuss this further at the next meeting.

The picnic appears to be locked in for October 30th. Bob Comet has kindly offered to manage this project. You will find a flier in this month's Logbook explaining the details. Also a list of items that will be needed at the picnic. Give Bob a call or e-mail to sign up for your choice of what to bring. The sooner you contact Bob the better chance you have of getting your first choice.

Several members have expressed interest in antique tool sales, where it is frequently possible to pick up very useful and interesting tools at reasonable prices. The 25th International Tool Sale and Auction will be held at the Sheraton Inn in Harrisburg, PA, on October 22nd and 23rd, 2004. The tool sale (about 100 dealers) is held on the 22nd starting at 1:00 PM, and the auction is on the 23rd. The tools to be auctioned are put on display during the sale so that buyers can inspect them. If you want to order an auction catalog call 1-800-248-8114. The catalog costs \$28.00, but it gets you into the sale for free. Also, as a bonus, there will be a Civil War sale in Gettysburg, at the Eisenhower Conference Center (off Bus, Rt15) on October 24th and 25th. This is a

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Mystery Photo



From time to time I hear rumblings about how difficult it is to solve the Mystery Photo. For the most part I have to agree, but I accept the difficulty as a challenge and consider it a matter of personal pride to solve as many as possible. What bothers me about the rumblings is that the vast majority out there has the opinion that I know what the ship is and, therefore, I am able to write about it each month. Guess what? I never have a clue what the Mystery Photo is going to be. It's as much of a Mystery to me as it is to all of you. What makes this column so much fun to do is having your input to spice things up.

Fast forward.

The other day, I mentioned to Bill Clarke that I was having difficulty solving this month's Mystery Photo. He said that, in his opinion, it should be easy to identify the vessel, "she's from the Blue Star line." (You have to understand that that is as far as Bill is ever going to go in identifying one of these vessels, and that's why you rarely see his response melded into the column.) Half joking, I countered that the logo reminded me of an old oil company logo I saw when I was a kid. Looking harder at my copy, the logo carries a very strong resemblance to that of the Atlanta Falcons football team. I was stumped. The stack livery is the best, if only, clue we have in this image. The shape of the bow and stern only serves to define the building time – somewhere between 1880 and 1925, and the bridge and deck arrangement is generic for that time.

Does this mean that I have come to the end of my long 'hot' streak? Read on.

I view the task of identifying a merchantman to be something equal to finding a needle in a haystack. Unless you get very lucky, or the vessel has great historical significance, or carries a readily identifiable feature, the task of identifying it is next to impossible. But, several things helped me in this month's task: Bill's comment about the stack which allows that he didn't supply the image, and the image itself. It stands to reason that if Bill didn't supply the photograph then our internet savvy, Logbook editor did. If Tom supplied this image then the chances of finding it on the internet are way better than 50/50.

Before I resorted to following Bill's hint about the Blue Star Line livery, I thought it would be fun to try and establish this vessel's identity by matching the stack logo with those used by the oil companies down through the years and see if I could find the one I remembered. A 'Google' search

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(Pilothouse—Continued from page 1)

double-barreled chance to rob the piggy bank.

Speaking of auctions, is there interest in holding another HRSMS auction at the December meeting? At least one member has expressed interest in getting rid of some excess tools and equipment. We can discuss this possibility at the next meeting. If you are not planning to come to the next meeting, but are interested, give me a call or e-mail.

As predicted, the models of JUNEAU and FORT MARION were moved out of The Mariners' Museum during the week of August 16th and work was started to remove the whole Gibb's exhibition the next week to make room for an expanded staging and storage area. The museum hopes to find room during the renovation so that they can bring the models back. Also, the planned renovation of the Crabtree Gallery is scheduled to be completed by Labor Day 2005, so that it will be open during our conference.

Many HRSMS members will remember Gene Andes who moved to California about two years ago. You may remember that Gene was working on an outstanding model of USS Vandalia when he left. Gene is still working on the same model, but not in California. He has moved to Arkansas recently due to a change in employment. He is now working on a model of Raleigh and will send us some photos soon. Gene's new address is: 938 East Rogers Drive, Fayetteville, AR 72701; tel 479-587-9189; e-mail: eeandes@sbcglobal.net.

THAT IS ALL-
Joe McCleary

(Mystery Photo—Continued from page 1)
of gas station logos produced this neat gem that is somewhat similar to our mystery logo, but the square frame is not in keeping with what we see in our photograph.

Looking further I found the logo I remembered from my youth, the same one I had in mind when I kidded Bill. I was pleased to see that the winged horse was set on a white, circular background; this logo is very close in shape and style to what I see in the photograph. Does anyone recognize it? It was once used by the Mobil Oil Company and Mobil operated a fleet of ships. Still, when I saw it I knew it wasn't the logo from our Mystery Photo. For kicks I've included The Atlanta Falcon's team logo and you can see that it is a closer match in shape to our mystery logo, except that the bird is flying in the wrong direction. My search yielded many things, but nothing that pointed to the vessel's identification.

Well, it was time to do a



Google search using Bill's clue.

A fellow named Fraser Darrach maintains a web site dedicated to the Blue Star Line and it's a real gem (if only for the other links it has.) The first reward I received from the site was a match to the stack logo in our Mystery Photo. A Blue star on a white circular field with a white stripe above it on a sea of black and the overall red field color for the balance of the stack matches with what we see in our Mystery photo – the differing shades of gray support different colors on the stack. Ok, we're half way (?) there in our search for this vessel's identity.

For some unknown reason, I only followed the links and pages that obviously contained photographs when I examined the site. These links did not contain our Mystery image and I was stuck. (Now, here's where I got stupid and called for help, if only to insure we had an interesting story to tell.) So I decided to call our editor and run what I had by him to see if I was on the right track. Not only did he give me the vessel's name but he said that I very close to the solution and suggested I go to the site again and look further. That was when I decided to click on the 'ship list' page to see what it contained. I have to admit that most of the time these 'list' pages are just that, lists. They frequently don't include hyperlinks to images or other data. But this one did!

Arandora Star at Venice

Not only were there hyperlinks to vessel photographs, but there was a linked image for every vessel ever to carry the Blue Star Line colors; and links to the ship's builder, previous owners, and previous names. I hate to admit that I needed help, especially when I was so close. The lesson, here, is to look at the whole site for data, not just the links that offer photographs. I have since looked at each vessel on the list – and I think you all know why.

The short history that follows comes from the web site:

"The Blue Star Line was founded by the Vestey family to carry their chilled beef from Argentina and other South American countries, where they had large cattle ranches and freezer works. The company was formally registered on 28th July 1911 and the first ships were registered with Lloyds Register of Shipping between 1912-1913. Prior to World War I, seven refrigerated ships sailed under the Blue Star Line banner, carrying eggs and other perishables to England from China. By the First World War it had 12 vessels, all their names starting with Brod. It was not until 1920 that the familiar "Stars" began to appear the first being the Albion Star.

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HAMPTON ROADS SHIP MODEL SOCIETY

ANNUAL PICNIC

WHERE: Newport News City Park, Shelter #11. Enter off Jefferson Ave, just north of Fort Eustis Boulevard. Our picnic site is in a tree-sheltered area with rest rooms nearby, a lakeside view, tables, benches and barbecue grills.

WHEN: Saturday, October 30, 2004, 1130 am to 1630 pm. The Picnic Area is covered so the event will be held rain or shine.

EVENT COORDINATOR: Bob Comet, Tel: 757 934 1279, Email Rcomet316@msn.com

Contact Bob Comet as soon as practicable, but not later than Sunday, October 24, 2004 to indicate how many will be in your party, and what you would like to bring to help feed the hungry crowd.

HRMS will supply hot dogs, hamburgers, buns, and sodas. The range of other items that need to be brought:

Ice
Appetizers
Salads
Side dishes such as: Beans
Desserts
Condiments (ketchup, Mustard, Relish, Pickles)
Toppings (sliced tomatoes, onions, and lettuce)
Etc.

Note: This is a Municipal Park, and no alcoholic beverages of any kind are permitted.

MINUTES



HRMSMS Monthly Meeting
August 13, 2004
Host: McCleary-Wine
Guest: Milton Berube, 3rd meeting

The meeting was called to order by the Skipper at 2000 hours.

The first order of business was to recognize our guest and asked if he wanted to join the HRSMS. After an affirmative response, he was asked to leave the room while the ritualized

debate was held. Milton returned to the room and was welcomed as our newest member.

The Skipper asked for corrections to the minutes. The Clerk dodged a bullet, as several members of the Eagle-Eye Squadron were not present.

A Webmaster's report was given. (If you haven't been to our web page, check it out. Greg Harrington is doing a great job.)

Old Business: Bob Comet cracked the whip and put the squeeze on members to return the training survey form to him. The Skipper noted the NRG Conference would be held September 17 -19. The NRG Conference Committee

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Mystery Photo

Contact John Cheevers by mail, e-mail or telephone if you know what it is.
jfcheevers@juno.com

(Minutes—Continued from page 3)

reported that there was an ownership question for an item that we intended to use for the conference. Joe said that he was working to resolve that issue. The HRSMS picnic was discussed. The time was finally set. The picnic will be held from 11:30AM – until? Brad Granum will do the shopping and Greg Harrington will provide the paper goods. (See the picnic flier elsewhere in this issue.)

New Business: Joe informed the group that the NRG Journal will pay ten cents per word and fifteen dollars per original picture for published articles. He also reported that the Mariners' Museum is going to close the Gibb's Gallery and that the Crabtree Gallery will be undergoing a renovation.

Show & Tell: Joe McCleary and Heinz Schiller went on a trip to the Navel Academy Museum and reported that the Rodgers Ship Model Collection will be moved to another location. (The Clerk failed to record the new location at the Academy.)

Bob Krumpfen Showed his model of the *Willie Bennett*. Joe showed a plank bending jig, a hatch coming half lap jig and a mast rounding jig to be used in conjunction with a thickness sander

The meeting was adjourned to the presentation "Painting Part II" by Jack Bobbitt.

NAUTICAL TERM

Marline spike or marling spike A pointed iron pin about 16 inches long, furnished with a round head, used by riggers and seamen to separate the strands of rope when splicing and also as a lever when putting on seizing, marling etc.

Thanks

The members would like to thank Len Wine and Joe McCleary for hosting the August meeting.

NOTABLE EVENTS

SEPTEMBER

- 4 Mid-Atlantic Maritime Festival, CBMM
- 10 **H.R.S.M.S.** Monthly Meeting: Host, Dean Sword
Making Tapered Spars; Bob Comet
- 17-19 NRG Conference, Portland Maine

OCTOBER

- 8 **H.R.S.M.S.** Monthly Meeting: Host, Greg Harrington
How To Make Art Work and other tips on Ordering
Brass Etchings; John Cheevers
- 30 HRSMS Picnic - Newport News Park

NOVEMBER

- 14 **H.R.S.M.S.** Monthly Meeting: Host; Heinz Schiller
Making Scale People; Bob Comet

DECEMBER

- 12 **H.R.S.M.S.** Monthly Meeting: Host, Jack Bobbitt
Making Ventilators and other Metal Forming
Techniques; Joe McCleary

JANUARY

- 14 **H.R.S.M.S.** Monthly Meeting: Host, Bob Comet

FEBRUARY

- 11 **H.R.S.M.S.** Monthly Meeting: Host, Dave Baker
Election of Officers

MARCH

- 11 **H.R.S.M.S.** Monthly Meeting: Host, Tim Wood

APRIL

- 8 **H.R.S.M.S.** Monthly Meeting: Host, Bob Baycar

MAY

- 13 **H.R.S.M.S.** Monthly Meeting: Host, Bill Clarke

JUNE

- 10 **H.R.S.M.S.** Monthly Meeting:

JULY

- 8 **H.R.S.M.S.** Monthly Meeting:

AUGUST

- 12 **H.R.S.M.S.** Monthly Meeting:

**WATCH, QUARTER
AND
STATION BILL**



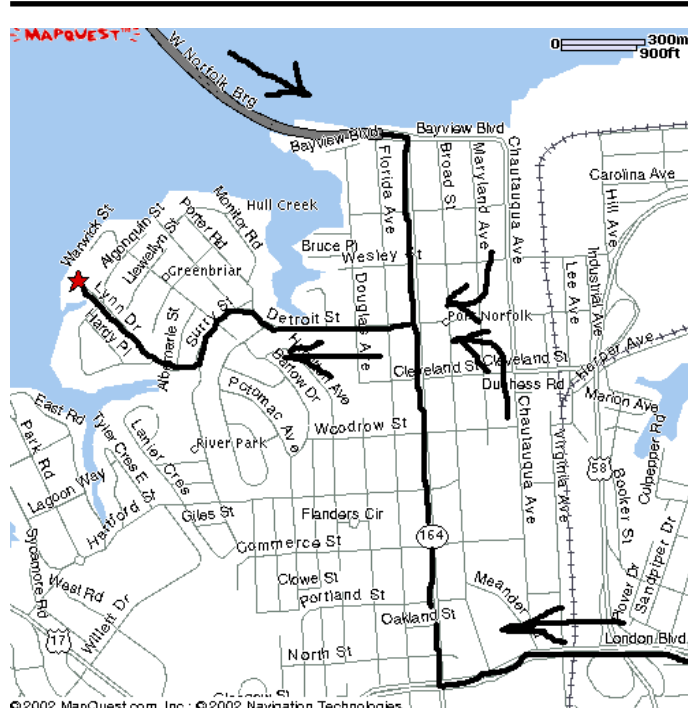
Skipper: Joe McCleary (757) 253-1802
 Mate: Dave Baker (757) 565-7991
 Purser: John Cheevers (757) 591-8955
 Clerk: Tom Saunders (757) 850-0580
 Historian: Len Wine (757) 566-8597
 Editors: John Cheevers (757) 591-8955
 Bill Clarke (757) 868-6809
 Tom Saunders (757) 850-0580
 Webmaster: Greg Harrington (757) 930-4615

Next Meeting

Date: September 10, 2004
 Place: 2 Lynn Drive, Portsmouth, Va.
 Time: 2000 Hours
 Host: Dean Sword

From the Peninsula West: 1: Take I-64 East 2: Take the I-664 S exit- exit number 264- towards DOWNTOWN/NEWPORT NEWS /SUFFOLK /CHESAPEAKE. 0.53 miles 3: Merge onto I-664 S.12.62 miles 4: Take the VA-164 E/US-17 N exit - exit number 9- towards PORTSMOUTH/JAMES RIVER BR. 0.24 miles 5: Keep LEFT at the fork in the ramp.0.64 miles 6: Merge onto VA-164 E. 5.89 miles 7: Turn RIGHT onto DETROIT ST. 0.38 miles 8: Turn SLIGHT LEFT onto WILLIAMSON RD. 0.04 miles9: Stay straight to go onto SURRY ST. 0.16 miles10: Turn RIGHT onto LYNN DR. 0.35 miles

From Virginia Beach: 1: Take the I-264 W towards I-64/ NORFOLK/I-264 W/RICHMOND. 0.32 miles2: Merge onto I-264 W. 9.75 miles 3: Take the exit- exit number 7- towards DOWNTOWN PORTSMOUTH/NAVAL HOSPITAL/ NAVAL SHIPYARD. 0.04 miles 4: Keep LEFT at the fork in the ramp. 0.09 miles 5: Merge onto BART ST. 0.11 miles 6: Turn RIGHT onto EFFINGHAM ST/VA-141. 0.37 miles 7: Turn LEFT onto LONDON BLVD/VA-141 N. 1.24 miles 8: LONDON BLVD/VA-141 N becomes LONDON BLVD/US-58 W. 0.37 miles 9: Turn RIGHT onto VA-164/MT VERNON AVE. 0.80 miles 10: Turn LEFT onto DETROIT ST. and proceed as above



(Mystery Photo—Continued from page 2)

“The company continued to trade profitably and became famous for its all first class passenger vessels the *Almeda Star*, *Andalucia Star*, *Arandora Star*, *Avelona Star* and *Avila Star*. The *Arandora Star* in particular became popular to the rich and famous for cruising in the Mediterranean, the Baltic and the West Indies. By 1939 the company traded some 38 vessels.

“On the outbreak of WWII, most of the vessels were commandeered by the British Government, continuing to carry much needed food to the United Kingdom. Many of the ships being fast for the period and sailed unaccompanied with the result that by the end of WWII some 29 ships and 646 Blue Star personnel lost their lives. Including 11 captains, 47 navigating and 88 engineering officers. Most famously was the sinking of the *Doric Star* by infamous German pocket battleship the *Graf Spee* and the tragic loss of the *Arandora Star* to a German Submarine off the west coast of Ireland.

“After WWII the company rebuilt the fleet by new building and the purchase of some second hand tonnage. Notable among the new building was the replacement Plate or so called “A”-boats. These cargo passenger ships, the *Argentina Star*, *Brasil Star*, *Paraguay Star*, and *Uruguay Star* carried some 68 passengers and hanging chilled beef. On a 7-week turn round they sailed from London’s Royal Victoria Dock calling at Southampton, Lisbon, Las Palmas, occasionally Recife, Rio de Janeiro, Santos, Montevideo and finally terminating at Buenos Aires. Many of the passengers were employees of Vestey companies in South America travelling to and from leave in Europe, but the ships were also popular with many round trip passengers escaping the European winter. It must be remembered that this was before the Jumbo Jet, so flying to South America was only for the super rich, by flying boat. The cargo of chilled beef was loaded directly from the company’s meat works in Dock Sud in Buenos Aires, taking 7 days. Some general cargo and small quantities of refrigerated cargoes such as fish were carried on the outbound passage.

“The company continued trading successfully during the post war years, with operations as far a field as Australia, New Zealand, West and East Coasts of the U.S., South America and Central America, the latter on the banana trades.

“The company finally was disposed of in 1998 to P&O Nedlloyd, complete with its name and ship’s livery including the famous funnel. While most of the container vessels including those formally operating as ACT vessels were also sold to P&O Nedlloyd, most of the refrigerated liner ships were retained in the Vestey organization under the ownership of Albion Reefers. These were operated by Star Reefers formed by the merging of the conventional reefer fleets of Hamburg Sud and Albion Reefers.

“In July 2001 the Vestey Group announced that Star Reefers, operating a fleet of 24 ships had been sold to Norwegian Owners. The business would continue to be managed from London with the staff transferring over. The Norwegian Owners have since forged a joint operation with the Japanese NYK Group, and a new company, NYK Star Reefers Ltd., under the Chairmanship of David Habgood, now controls a fleet of 74 vessels. This finally ended some 90

years association of the Vestey family with the shipping industry.”

Our Mystery Photo #218 shows a fine port side profile of the refrigerated cargo vessel *Magicstar*. While the vessel is not at anchor, she rides high in the water and appears to not be making headway, and the wind is coming from astern. The photo is credited to the Fraser Darrah Collection. The vessel, completed in 1893 by the R. & W. Hawthorn, Leslie & Co. Ltd. Shipbuilding firm of Newcastle, upon Tyne, was the earliest-built vessel to carry the Blue Star Line livery. Her particulars and history are tabled for you below:

Built: R. & W. Hawthorn, Leslie & Co. Ltd., Newcastle
ON: 102653 Gross: 5534 Net: 3403

Dimensions: 420.0 x 54.0 x 28.7 feet

Propulsion: Triple Expansion Steam Engine of 534 NHP, 3 single-ended boilers at 160 lb/sq” by builder

Launched: 10/10/1893 (Yard No.316) as Buteshire for Elderslie S.S. Co. Ltd., Glasgow (Turnbull, Martin & Co. managers)

Completed: 12/1893

Sold: 1910 to Scottish Shire Line Ltd., same managers

Sold: 1915 to Bollington Grange S.S. Co. Ltd., (Houlder Bros. & Co. Ltd., managers), London and renamed Bollington Grange. Transferred from Australian service to South American run

Transferred: 1916 to Furness-Houlder Argentine Lines Ltd., London and renamed Canonesa

Torpedoed & damaged: 1/5/1918 off Worthing by the German submarine UB 57 and beached.

Salvaged and repaired in Southampton

Purchased: 1919 by Brodway S.S. Co. Ltd. (Blue Star Line Ltd. managers) and renamed *Magicstar*

Transferred: 1920 to Union Cold Storage Co. Ltd. (Blue Star Line (1920) Ltd. managers)

Laid up: 1929 pending sale and hence never renamed *Magicstar*

Owners: restyled Blue Star Line Ltd. 1930

Sold: 1930 to T. W. Ward Ltd., for demolition at Inverkeithing

Sister ship: *Perthshire*

Somehow it seems right that Tom would pick a beef hauler as the Mystery Photo.

John Cheevers

NAUTICAL TERM

Knee A timber with two arms at right angles or nearly so, used to connect a ship's beams with her sides or timbers.